(vi) कठिन परिस्थितियों में रह रहे उत्कृष्ट खिलाड़ियों, संगीतकारों, साहित्यकारों आदि जैसे विख्यात पेशेवर व्यक्ति और उच्च उपलब्धि प्राप्त महिलाएं।

(vii) बेहद दुख-तकलीफ के विशिष्ट मामले, जो सरकार की राय में अत्यंत मार्मिक है और किसी समय पर मामले की विशेष परिस्थितियों को देखते हुए जिन पर सहानुभूतिपूर्वक विचार किया जाना चाहिए।

(viii) विवेकाधीन आबंटनों की संख्या सामान्य रूप से औसत वार्षिक विपणन योजना के 10% से अधिक नहीं होनी चाहिए, जिसमें से पेट्रोलियम उत्पादों के लिए खुदरा बिक्री केन्द्रों के आबंटन सामान्य रूप से 5% से अधिक नहीं होने चाहिए।

किसी उम्मीदवार को विवेकाधीन आबंटन निम्नलिखित सामान्य शर्तों के अधीन किया जाएगा:

(1) भारत का नागरिक होना/होनी चाहिए।

(2) उसके अथवा उसके निम्न निकट संबंधियों (सौतेले संबंधियों सहित) के पास पहले से ही किसी तेल कंपनी के पेट्रोलियम उत्पादों की डीलरशिप नहीं होनी चाहिए।

(i) पति/पत्नी

(ii) पिता/माता

(iii) भाई

(iv) पुत्र/पुत्रवधु

Installation of Speed Governors in Redline Buses

2183. SHRI O.P. KOHLI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there has been no respite from the killings on the roads by the redlines nor there has been any progress in making these killings as murders to bring them within the scope of section 302 of I.P.C.

(b) if so, the reasons therefor and the steps Government have taken or propose to take to discipline the redlines;

(c) the number of persons killed on the roads by redlines in the last 12 months, month-wise;

(d) whether the Delhi High Court had directed the installation of speed governors in the redline buses but the same have not yet been installed therein even after a lapse of more than one year; and

(e) if so, the reasons therefor and the steps taken in that direction by Government?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes Sir. The offence of causing death by rash and negligent driving is punishable under section 304-A/IPC. Such offences do not come under the scope of section of 302-IPC.

(b) The steps being taken by Delhi Police and Transport Department, Government of National Capital Territory of Delhi to discipline redline buses are given in Statement-I (*See* below)

(c) The number of persons killed by redline buses during last 12 months is given in Statement-II (*See* below).

(d) and (e) Yes Sir. As per information received from Government of Delhi, installation of speed governors has been made mandatory under the permit conditions of Redline buses decided by STA. 305 buses have been prosecuted by the Enforcement Staff of the Transport Department for tampering with the speed governors.

Statement I

**Steps being taken by Government of Delhi to discipline Redline Buses*

1. Refresher courses/proficiency training for all drivers of public services vehicles including redline drivers is being imparted at Government Motor Vehicle Training School.

2. Instructions have been issued to bus operators to install speed governers at a maximum speed of 40 kilometers per hour on their vehicles.

3. Radars have been procured to check over speeding by the buses and buses crossing maximum speed limit are prosecuted.

4. Strict enforcement is being done and State Transport Authority takes action for suspension & cancellation of the permits of buses including Redlines involved in accidents under section 86 of Motor Vehicles Act, 1988. In all about 190 permits have been suspended/cancelled so far. Following number of challans have been made by the Enforcement Staff against Redline buses:

1993	—	13528
1994	—	22381
1995 (till July)	—	23200

5. Besides suspension of permits of Redline buses involved in fatal accidents, 6718 drivers were arrested and 4925 vehicles impounded from 1.1.94 to 31.7.95.

Statement II

Number of persons killed by Redlines during last 12 Months

Month	Number of persons killed
August, 1994	16
September	24
October	20
November	16
December	16
January, 1995	28
February	22
March	25
April	26
May	29
June	21
July	25
TOTAL:	268

Training to Apprentices

2184. SHRI GAYA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that according to the Railways Act Apprentices are recruited for training according to the requirement and to be absorbed against regular working posts;

(b) if so, what are the reasons therefor;

(c) whether it is also a fact that Apprentices of Danapur Division of Eastern Railway who passed and were declared fit for absorption through 61st All India Trade Test are not being absorbed uptill now while they have completed training in November, 1994 and DRM Danapur is still waiting for the decision regarding sanction of G.M. Eastern Rly. from CPO, ER, Calcutta; and

(d) if so, what are the details thereof and by when they will be absorbed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d) The Indian Railways' Act does not provide for training and recruitment of Apprentices. Training of Apprentices is governed by Apprentices Act, 1961. In accordance with the Apprentices Act, 1961 it is not obligatory for the Railways to offer employment to the Act Apprentices including those who received training on Danapur Division. However, as per rules, course completed Act apprentices are considered along with new eligible candidates against the direct recruitment of 25% of the total vacancies of artisans as and when recruitments are notified and they apply against the same.